

LANDS COMMISSION CASES.

Notes. Willis had a conversation, in which he was asked to sign a receipt for the money you, 40s, 60s, or 80s for your pound." Before the money was paid Willis said he would sign the best receipt he could give, but he could not remember the details of the conversation. He got no receipt for the money, and could not recollect whether he asked for one or not. After the money was paid Willis and witness went to the Lands Office, on May 10, 1864, and there they signed a receipt for the improvement lease. Willis about the day on which the tender was lodged told him that he had been asked to sign a receipt for that of witness for the land, and one of them, put in by a man named Duost, was considered. He told him that he had signed it, and that, probably within a week, Willis and he met again, and Willis asked him to, instruct him to sign a receipt for the money.

Defendant Crick: Can you, without reference to any document, find out, within a week, whether or not you saw Willis?

Witness: No, I cannot.

A document was handed to the witness, and

THE DISASTER IN PORT ADELAIDE.

**SINKING OF NORMA AND JESSIE
DARLING.**
—
THIRD VESSEL'S NARROW ESCAPE.
—
STEAMER PALMER STRIKES THE WRECK.
—
ADELAIDE, Monday.
The sinking of the famous Norma of the

On the subsequent foundering of the steamer *Jessie Darling* by striking the wrecked barque on Sunday morning, was followed by almost another disaster, when the schooner *Steamer* *Palmer*, returning from the scene of the wreck of the collier *William*, ran over the submerged *Norma*. At the anchorage a launch showing two red lights was seen, and the *Palmer* was ordered to be moored in position under the direction of the Harbourmaster, Captain Inglis, and the pilot in charge, Captain Richardson, to warn incoming vessels of the danger. In addition to the launch, a small boat was seen, and the *Palmer* mistook the signals shown from the launch for a steamer broken down, and keeping a wide berth of her passed right over the wreck, and the *Norma* was struck and sank along both whole length. It is marvellous that her bottom was not pierced, and that she negotiated the obstruction without apparent damage. It was only a stroke of good fortune that did not result in a disaster. The Board of Trade regulations in regard to marking a wreck were, it is contended by Captain Ke-

authorities. Captain John Kawarua said that he was on duty at the time of the collision. He said that at 10 o'clock this morning, he saw a vessel carrying two red lights vertical and one green on the starboard side. He took this to be a vessel not under command, recognizing that two red vertical lights were used to indicate a vessel under command. He thought that the lights on board had forgotten to put out a green sidelight. The lights exchanged were not in accordance with the law of navigation, which prescribe that a vessel marking a wreck shall show three red lights placed vertically. Instead of the two red lights on the starboard side, the vessel also was placed some distance on the shorewards side. Can you imagine anything more culpable? When I saw the lights starboarded my helm to pass the vessel at short distance off. As I approached her she showed a bright flare-up. In the glare of the flare-up, I saw the vessel's spar. It was only 35 or 40 ft. The engines were immediately stopped, but my ship went overboard some obstruction her whole length. We went

I had none over it. I told them, yes. I then called out that they should follow me if the vessel was making water. On examination I found the ship was not making water, and at once proceeded up river, and arrived alongside the wharf at 4 o'clock this morning. The Palmer had sustained no apparent damage."

The president of the Marine Board, Arthur Searcy, was informed of Captain Knawmum's complaint in regard to the signals displayed by the launch, but declined to make any statement.

Arrangements have been made by the Marine Board to meet the new owner, Lady Diana over the wrecks in place of the launch. She will be in position this evening.

STATEMENTS BY THE MASTERS

ARDENCRAG'S VERSION.

The Ardenragh was towed up to the Port River during Sunday afternoon by the tug Falcon and Yatala, and was berthed in the Duna over the wrecks in place of the launch.

The morning for discharge. The crew was engaged in lowering the broken fore-royal mast. The master, Captain R. Thomas, is consulting his agents Messrs. G. F. Harris, Seave, and Company in regard to the recovery of the cargo. The cargo of natural asphalt will be declared on the cargo.

Captain Thomas is not known at Port Adelaide. He was there seven or eight years ago, and was last seen at Port Adelaide last September 15 months on his way from England to take charge of the Alcebray at Norfolk.

"The Norma," he said, "only had one white light showing astern. Coming up the Gulf I saw a light on the water, and I thought it was a light to be ashore. I had the anchor ready to let go, and then a ship loomed up. I was forward at the time, and then I came aft. We had a light on the water, and then I saw a light at 11 o'clock, and when we saw a white light."

the main topsail, and before we reached her, the Norm was having every stitch off her, and the mainmast looming up I ran aft, and told the mainmast to the wheel to put the helm hard up. In a minute the Norm was on the beam, and I saw that she would not drop the anchor because I thought the impact which would result would bring the mainmast down. I was probably sick from the force of them. I put the mainmast to the wheel to head her off, but it was too late. We did not feel the impact very much. We struck her on the beam, and the Norm's bowsprit came over the side, and the spanker and backed the mainmast. She then swung clear of the Norm's bowsprit, and the collision was over. I was congratulating myself how nicely we had done, when I saw that the Norm's bowsprit was 10 fathoms of water. I cannot blame the Norm, I cannot blame myself, but (as a monitor) that we should be showing blue lights and red lights, and that the Norm should never be notified from the shore. The poor carpenter of the Norm was shouting for help, and I saw that the Norm was in a bad way, so I most to rescue him we received no assistance.

board except two, and over 20 gallons of kerosene and a bale of oakum, and yet we did not get anyone to board us until the health officer called at 10 o'clock. A number of events at about 8:30 a.m. At daylight I had flags up indicating that I had been in collision and again I wanted a pilot. Why should a pilot "turn in?" In Melbourne the pilot hangs out in any weather. There should be slight fog in the morning, a port light 15 miles off, and burnt blue lights for a pilot. Having been here before, and had a pilot aside, I had every confidence of getting one."

ON BOARD THE NORMA.

LOSS OF THE CARPENTER.

The master of the Norma ("Captain" Maughlin), questioned regarding the collision, said:—"All I know is that the Ardmore was not right on top of us, struck us bow on amidships, and sent us down. It happened is not for me to say. Were our lights

mate and I came on deck a minute before the Ardenberg struck us. We tried by shouting to the crew to get ready, but they were so close that those on board the other ship did not hear. After we were struck my whole energies were devoted to saving the life of the man who was hurt. All hands were immediately ordered to get on deck, and I ordered the port lifeboat out. The Ardenberg struck us a terrific blow, which sent the mainmast flying, and the ship was a crash. Our backstays parted, and the bows were heaving. The Ardenberg got clear of us, and the ship rolled over on her side. The vessel was heeling over to port, and filling fast. We got all hands into the lifeboat, and the crew and I were the last to get in. The reply came: "Yes, and then we showed off, and made for the Ardenberg. The crew were all in the lifeboat, and the carpenter was missing. Just then the lifeboat was over the water, and pushed off again with the crew. The lifeboat was filled with the big sea that was running. The Ardenberg was in search. The master of the Ardenberg, however, had one of his boats manned, with the crew, and he was in search. The Ardenberg continued the search. That boat did not return when I left the ship, and I do not

The Norma's cargo was insured through the Australian Alliance Company for £21,410, and is divided between the local offices and partly reinsured in London. The policy was issued at 1 o'clock on Saturday. Messrs. James Bell and Co. have during their connection with wheat shipping put their business through this office. The owner of the cargo will now be able to claim on the underwriters for a total loss. The hull of the vessel was covered in London, and it is likely that further action will be taken by the various underwriters.

MINING INTELLIGENCE.

THE SHARE MARKET.

The mining market was without life yesterday morning, and very little disposition was shown to either buy or sell any class of stock. The result was that recorded business was confined to less than a dozen sales. Prices on the whole, however, showed little fluctuation as compared with those ruling on Saturday.

As usual, copper had the largest turnover, but operations were confined to four stocks, each of which had one sale. Mount Mollay sold at 25s 6d, and Mungana changed hands at 15s 10d. Lloyds were taken at 15s, and Chibbale at 8s.

Notwithstanding the fact that the high price of lead is being well maintained, Barrier interests were quite out of favour. Junction North was the only share to have inquiry, and several parcels changed hands at a slight reduction. Sulphide Corporation were taken at 15s. Gold stocks were friendless, while the tin stock was represented by a solitary transaction in Valuer's. In the afternoon the market continued dull, the recorded business being about on a par with that of the morning. The copper section was neglected, apart from a few small parcels. In the silver section, Broken Hill was placed in the background, but local gold interests were responsible for a few transactions.

Sydney Stock Exchange.—The closing quotations were:—

COPPER.	Buyers.	Sellers.
Broken Hill	25 1/2	25 1/2
Mount Mollay	25 1/2	25 1/2
Mungana	15 10	15 10
Lloyds	15	15
Chibbale	8	8
Barrier	10 1/2	10 1/2
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The overdraft of the Duke and Main Leases, Combs Co., Havelock, was during the past half-year reduced from £2434 to £2388 (cash in hand, £1974), and the directors point out that the net financial position has been improved by £468, which includes the sum of £200 recouped by the sale of the mines which accumulated at No. 2 shaft. The sale was effected for total sum of £200, and the balance of £1300, payable at the rate of £40 per month, is due to the company. The old men were sold for £100, and from calls the company received £2332. The yield of gold was 2300s from 6044 fathoms, giving an average of 3s 6d per ton. Wash and payable quality continues to be opened up going down the lead from No. 2 shaft, and the directors are anxious to see more parties to be put on, in the opinion of the directors, after additional financial support in opening up the wash off the main shaft.

MINING IN THE PROVINCE. The manager of the Proprietary mine reports that an improvement has taken place in the silver section, Broken Hill, level towards Jersey shaft. The level has been made to fill the stopes below No. 17 level, and the cyanide vats. A new tram line is being constructed from the main shaft to the vats, which will be completed by the end of the month. The manager of the Proprietary mine reports that an improvement has taken place in the silver section, Broken Hill, level towards Jersey shaft. The level has been made to fill the stopes below No. 17 level, and the cyanide vats. A new tram line is being constructed from the main shaft to the vats, which will be completed by the end of the month.

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WORK OF CO-OPERATIVE PARTIES. The Tin Mining Company reports that the water down, on account of the strike, and treated about 72 tons of ore for a yield of 133 tons of concentrates. The 12th instant all hands were called out in connection with the general strike in the district, but work has since been resumed, and it was expected to have the jacket furnace in blast again within a day or two. The matter of the strike has since been resumed, and it was expected to have the jacket furnace in blast again within a day or two.

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